

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

MEMBERS are hereby notified that the Range is CLOSED at present, and will not be RE-OPENED before end of this month.

ALEX. MACKENZIE,
Hon. Secretary.

Hongkong, 14th June, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE."

Captain A. Ramsay will be despatched as above, on SUNDAY, the 16th instant, at Daylight. The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to

"SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 14th June, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI."

Captain will be despatched as above on or about the 10th July.

For Freight, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 14th June, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SHANGHAI."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here, unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 14th June, 1901.

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,

Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES.

at 16, Queen's Road Central,

(R. HOUGHTON & Co.)

(Nearly opposite the HONGKONG HOTEL).

Business hours—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b]

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS OF

AERATED WATERS IN THE FAR EAST.

OUR FACTORIES are constituted with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO. LIMITED.
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 14, 1901.

NOTES AND COMMENTS.

A Bad State of Affairs.

At the present time, we are told, there are quite, if not more than fifteen hundred houses in course of erection in Hongkong. Each of these houses is supposed to be under the eye of a Government Inspector of Buildings, whose duty it is to see that the requirements of the Building Ordinance are carried out, that the houses are not constructed improperly and that they are not insanitary. Now the inspection of fifteen hundred houses in course of erection is no light task, and one would naturally suppose that as the building of houses is progressing at such a pace, the Government would have engaged an adequate staff of men to carry out the work. As a matter of fact, however, there is but one Inspector of Buildings in the Colony and he is expected to keep an eye upon the whole of these fifteen hundred houses in course of erection. That is to say, if this man starts work at one end of the town to-day, works eight hours a day, and gives half-an-hour to each house (by no means too long for a cursory inspection) and far too short a time for a thorough one) taking the whole fifteen hundred houses in turn it will be over three months, not allowing for Sundays and holidays, before he gets back to the house at which he started. Can anyone wonder in the face of this state of affairs that jerry-built houses abound in the Colony?

But, unfortunately, our one Inspector of Buildings is not allowed to devote his whole time to the inspection of houses in course of erection. He has to keep an eye upon those which are already completed to see that they are kept in a proper state of repair, and he has to examine and report upon any that appear to him to be either insanitary or a source of danger to the public, owing to their ruinous condition. This will probably double the man's work and hence he will be only able to inspect a house once in six months, so that it would be quite possible to run up one of our jerry-built affairs between his visits.

Does this seem as though Hongkong was being properly looked after from a sanitary point of view? Does it not rather look as though our officials were merely playing at Government? Where is the use in introducing building and sanitary laws if the Government has no means of enforcing them? It seems to us that the heads of departments are much to blame for this state of affairs. The Director of Public Works must be aware of the number of houses now being run up, and he must also be perfectly well aware of the fact that it is impossible for any one man to keep an eye upon the lot. It must not be forgotten that out here the builders are Chinese, and they will do all in their power to escape complying with our building laws if they can possibly help it, for a hundred bricks saved in the foundations, a bit of work scamped here, a rotten beam put in there, all mean money in the builder's pocket, as do old leaky pipes put instead of sound ones in the drains. A few building inspectors can look after a big town at home, perhaps, because there one has not such an amount of rascality to contend with, but here, if the work is to be properly done, it must be regularly inspected and nothing left to the honesty of the contractor and chance.

We have already shown how disgracefully the Medical Department is underrun, and it looks much as though the Public Works Department was in the same condition. If the Government cannot afford to inspect buildings properly, (and we say it can and must) let it do away with its building ordinances and laws altogether, for they are not worth the paper they are printed upon.

REUTER'S TELEGRAMS.

BOER TREACHERY.

LONDON, June 14th.

Two Boers at Pretoria who had taken the oath of neutrality were captured whilst attempting to join a commando; they were court-martialed and shot.

GERMANY AND CHINA.

Lord Cranborne, questioned in the House of Commons, said the Government understands that Germany intends to continue the maintenance of a garrison at Shanghai for the present, but that no explanation had been furnished to Great Britain.

THE UNITED STATES PRESIDENCY.

President McKinley has declined to be nominated for a third term of office.

LATER.

THE CHINESE INDEMNITY.

It is declared at Washington that the powers are not yet agreed as to the amount of the Chinese indemnity, although China has offered 450 million taels.

WEATHER REPORT.

The Observatory report says:—On the 14th at 11.45 a.m. the barometer has risen moderately on the China coast and over the Philippines. The depression is probably moving Eastwards in Japan. Gradients slight for S. to S.E. winds on the China coast, and in the N. part of the China Sea. Forecast:—Light or moderate S.E. winds; probably some thunder showers.

LOCAL AND GENERAL.

The *foochow Echo* reports two shocks of earthquake on the 7th inst., about 8 a.m. The second shock is stated to have been the severest.

YESTERDAY afternoon the funeral took place of William Henry Mills, aged 4 months, son of Inspector Mills, of the Sanitary Board.

WE draw our readers attention to the advertisement in another column of the well-known Green Island Cement Company, where it will be seen that the price of cement has been advanced 50 cents per cask and 30 cents per bag, of 37½ lbs. and 250 lbs. respectively. The increase dates from June 1st.

THE Band of the Madras Light Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m.

PROGRAMME.
1.—Overture, "The Madras Light Infantry."
2.—Selection, "The Madras Light Infantry."
3.—Waltz, "The Madras Light Infantry."
4.—Song, "The Madras Light Infantry."
5.—Selection, "The Madras Light Infantry."
6.—Dance, "The Madras Light Infantry."
7.—Song, "The Madras Light Infantry."
8.—Dance, "The Madras Light Infantry."
9.—Song, "The Madras Light Infantry."
10.—Dance, "The Madras Light Infantry."

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

It is reported in home papers that the torpedo-destroyer *Sail*, one of the Devonport flotilla which were out recently for a three weeks' cruise, was struck by a very heavy sea on her way from Birkenhead to Devonport, and the deck was cracked across so much as to let daylight into the stokehold, the side plates being also split for some distance down. She cost about £75,000 and was comparatively a new vessel, and it is feared she is damaged beyond repair. The other two boats of the same flotilla are all reported to be more or less damaged, in fact it is evident that destroyers cannot stand heavy weather; indeed it seems absurd to expect that they should, when one considers their great length, comparative beam and draught, and their plating only 1½ of an inch in thickness. A correspondent of the *Naval and Military Record* writing on this matter says: "For vessels of this type to be knocking about in the Channel and Irish Sea in weather which causes most other vessels to look for shelter seems to be the height of absurdity."

ANENT our offer of a prize for the best essay upon a raid on Hongkong, the following little incident was related to us the other day by a much travelled gentleman. Captain Atkinson, R.N., in command of one of our cruisers on the North American Station, had a very poor opinion of the defences of Barbadoes and even went so far as to tell the General in command that he (Capt. Atkinson) could capture the whole of the garrison with his ship's company with the greatest ease. This the General doubted, and as the naval man was still positive, dared him to make the attempt and Capt. Atkinson said that he would do so. The cruiser steamed out from the harbour and, a couple of days later, crept back again at two o'clock in the morning with all lights extinguished. She was not sighted from the shore and her boats were manned and armed and sent to the Royal Engineers' jetty. Here the sentry was overpowered and the landing party marched quietly up to the barracks and surprised the guard, capturing the whole of the garrison. As soon as this had been accomplished a polite message was sent to Headquarters House apprising the General of the fact. That officer was, it is said, furious, and as a result Captain Atkinson received a rap over the knuckles from the Authorities, who did not think that he should have gone so far as to demonstrate with what ease a hostile force could capture the island.

THE PLAGUE.

Number of cases reported up till noon of the 13th June, 1901	Chinese	1,169
	Other Asiatics	56
	Europeans	18
Number of cases reported during the past 24 hours	Chinese	22
	Other Asiatics	1
	Europeans	1

Total number of cases reported to date 1,247

Number of deaths reported up till noon of the 13th June, 1901	Chinese	1,126
	Other Asiatics	21
	Europeans	5
Number of deaths reported during the past 24 hours	Chinese	24
	Other Asiatics	1
	Europeans	0

Total number of deaths recorded to date 1,177

Since noon on Saturday, last the cases and deaths are	Chinese	121
	Other Asiatics	5
	European	4
Total		130

Deaths Chinese	125
" Other Asiatics	2
" Europeans	0
Total	127

The plague returns for last week were—

Cases	161
Deaths	155
Total for 12th June, 1899, were	1,713
New cases in previous 24 hours	44
Deaths in previous 24 hours	84
Patients under treatment	Unknown

The Indian camp follower case from Kowloon reported a few days ago, died early this morning.

Mr. and Mrs. Brownhill still remain in a critical condition, the remainder of the European patients are progressing favourably.

Mrs. Anna Krater, of 306, Queen's Road Central, "The Rose, Shamrock and Thistle" Hotel is reported this morning as suffering from plague.

Miss Cecilia Almaro, a young Portuguese woman, aged 17, was admitted to Kennedy Town Hospital, suffering from plague. She was in a comatose state and no hope of her recovery is entertained.

SMOKE SOCIAL AT THE CIVILIANS' CLUB.

Yesterday evening a concert was held at the Civilian's Club in Chancery Lane. The fine rooms, tastefully arranged, were comfortably filled with between 30 and 40 members and friends. The proceedings opened with an acrobatic performance on the piano; truly that piano groaned aloud in its agony. The audience were more polite, they only thought things. Mr. Warren gave a patriotic song reminiscent of Slade Murra, of the London 'Alls.

Mr. W. rd read a patter song in a very effective style and as encore, a recitation in true Gypsy style, both numbers being as deliciously applauded. One of the gems of the evening was then rendered by Mr. Harry Lloyd in a laughing song. I should like to hear it sung to a water buffalo. I believe the solemn animal would have had to smile.

Mr. Osberry was in special good voice and sang in his well known style under exceptional difficulties. Possessing a grand natural organ, it is a pity to see it marred by striving after false effects. Singing as music is written, James, sing as God has given you the power to do, and forget the gallery.

The Chairman in calling on Mr. Viggers, was interrupted by a slight gurgling sound that might be explained by the close connection of Mr. Viggers with something fluid in a long glass. Mr. Viggers gave the most pathetic song of the evening entitled "O Mother dear" with true pathos (I am sure he must be a relative of Dan Leno) any one with a mother as described by Mr. Viggers had better have been born an orphan.

Miss Marie Lloyd contributed a character song with a dance that was distinctly above the ordinary.

Mr. Richard Course looked after the visitors with his usual courtesy grace.

Now for a growl. The committee responsible for the organisation must do better next time. It is not too much to say that there would have been no concert, but for Mr. J. Osberry accompanying as he did all the singers, including himself, on a piano out of tune. Get up and get, as they say in the classics, and you will have enjoyable evenings such as the membership of the club warrants.—Communicated.

THE BEACONSFIELD FIRE.

The inquiry into the cause of the late fire in Mr. Da Roza's shop in the Beaconsfield Arcade was continued this morning at 11 a.m. Mr. Hazeland proposed re-calling the witness Mr. Reid.

Mr. Reid said he remembered meeting Cons. Deveny at the Criterion Hotel a few days after the fire; he didn't remember the exact date. It was during one of the examinations. He and two soldiers and Deveny went to the Criterion for a drink. He paid for the first round. Da Roza was there. He remembered seeing Deveny the time he saw Da Roza; as near 9 p.m. as possible. He went to Da Roza's at 8.30. He saw Da Roza near 9 p.m. as possible. He came in about 9 p.m. Da Roza left the room 3 times during the witness' presence. He said Da Roza was away about 8 to 10 minutes. He sought refreshment for his wife the first time. On two other occasions he went to the door but was not out of sight. He told Deveny (he the witness) left there at 10 p.m. He might have told him Da Roza was at home at 10 p.m. He did not tell Deveny Da Roza left the room and did not come back. Da Roza went on about 9 o'clock and was away for about 10 minutes and was never out of his sight till the whole lot left at 10 p.m.

By Mr. Robinson. The statement to Deveny was before the soldiers. He did not say Da Roza went away and did not come back. He was talking to Insp. McLennan about the fire the night of the 11th house, 11A Wild Dell. He told Insp. McLennan he said good night to Da Roza before leaving the house. On leaving he said good night to some one, who he thought, was Mr. Varcoe. The witness remembered saying Da Roza went out, but did not know if he left the house or not. On one occasion he was away about 15 minutes. He did not say to Insp. McL. that on leaving the house he met someone going in and said "good night Da Roza" but received no answer. He said good night to Mr. Varcoe not Da Roza.

By Mr. Robinson. P. C. Deveny was with Insp. McLennan. He did not remember saying on the day he gave his evidence to some one last Tuesday or Wednesday in the compound of the Police Station, that it was Da Roza he said good night to on hearing someone coming upstairs, and got no answer. He said Varcoe not Da Roza. Mr. Varcoe lives on the same floor as Da Roza. The witness was living above. He did not say to P. C. Deveny in the Criterion Hotel, what P. C. Deveny says he did, or words to that effect. When he was leaving the house at 10 p.m. he may have mentioned Da Roza's name but found out it was Varcoe. He might have said Da Roza but he meant to say Varcoe. The families are so mixed up. Having the name Da Roza on his lips he might have said Da Roza; he could not have told the Inspector and Constable that it was Da Roza he met coming up the stairs.

P. C. Deveny called, said:—He went on the 1st June between 12 and 12.30 a.m. to the Criterion, two soldiers were there with Reid drinking together. He joined in with the others, he was there about ten minutes. Reid paid for a round and Kent paid for a round. Reid voluntarily made statement. (He Reid) said. About 12.30 he saw the night of the 11th house in Da Roza's house. He saw his wife, who was attending Mr. Da Roza. He stayed about half an hour. Mr. Da Roza and his half brother came home about 9 p.m. Mr. Da Roza was not in the room above 10 minutes before he left again, he was a little excited and flurried. He stayed in the house until about 10 p.m. when he left with his wife. Da Roza was not in the room when he left. He did not see him again that night. The witness told the Inspector of Mr. Reid's statement next day.

By Mr. Goldring.—There were only two rounds of drinks in the Criterion; on leaving he came straight back to the Station. He took no notes of Mr. Reid's statement.

Mr. Hastings here stated that he was not aware of new evidence being taken since the judgment. He objected to the evidence produced this morning.

Mr. Robinson addressed his Worship as to the extent of the inquiry—contending if a witness denies making a previous statement relevant to the matter in hand, evidence can be brought in support of his having made this statement.

Mr. Hastings' objection was overruled. P. C. 92 continuing, said, in reply to Mr. Hastings. He went down to take a note to Private Kent. He did not know Reid or know he was connected with the fire enquiry. He told the Inspector what he had heard on the next day in the forenoon. He had the common sense to remember the statement. He put it down about two days after. After he had told the Inspector.

Mr. Hastings called for the note made by the witness. The witness (Mr. Goldring) in the Court produced the note made by him, which was as follows:—

To Mr. Robinson. He went to Wild Dell with Inspector McLennan on the 6th. Reid said he went to the shop to get shaved. He heard Reid say Da Roza went out on the first occasion for about 15 minutes; on the 2nd he went out from about 5 to 6 minutes; on the 3rd occasion he went out and stayed about 15 or 20 minutes. Da Roza returned to the room about 9.50. Reid looked at his watch about 10 o'clock and spoke to his wife about it being time they went to bed, and then left the house. Reid said he saw a man in white coming up the stairs and said, "good night Mr. Da Roza," but got no answer.

Inspector McLennan was then called. The witness said Reid made a statement that when leaving Da Roza's house he heard a man coming up the stairs. He thought it was Mr. Da Roza and said "good night" but got no answer. He knew Reid was to be called as a witness but did not know the nature of the evidence he was a going to give.

To Mr. Hastings. He did not ask Da Roza who his witnesses were to be on the 22nd or 23rd. Da Roza said he had a witness called Reid.

SANITARY BOARD.

At the meeting of the Sanitary Board held yesterday afternoon there were present the President (Hon. W. Chatham, Acting Director of Public Works) in the chair, the Vice-President (Hon. F. H. May, C.M.G., Captain Superintendent of Police), Dr. Bell, (Acting Principal Civil Medical Officer), Lieut. Col. Hughes, R.A.M.C., Mr. A. Brewin (Registrar General), Mr. E. Osborne, Dr. Clark, (Medical Officer of Health), Mr. Chan A. Fook, Mr. Fung Wah Chuen, and Mr. G. A. Woodcock, (Secretary).

MODEL DWELLINGS.

On Mr. Fung Wah Chuen's plans for semi-detached houses being laid on the table a discussion took place. The President thought that the plans were excellent, the only drawback being the increased cost to Government owing to the side lanes which would have to be lighted and looked after. All the members were agreed as to the excellence of the plans. Mr. Brewin said that so far as he could see the only objection was that perhaps the Government would not make so much profit on land sales, and he certainly thought that they should not allow this to come before a question of public health. After some further discussion it was resolved to ask the Government whether the specific proposal was to make the new building regulations apply to all land sold hereafter by the Crown, or were they to apply also in the cases of houses being re-erected on land already sold.

INFANT MORTALITY.

Some discussion took place upon Dr. Clark's proposal for the registration of births (proposals published in a former issue) and it was eventually decided to forward the report to Government.

THE LIGHTING OF THE CENTRAL MARKET.—The question of the lighting of the Central Market was referred to a committee consisting of the President and the Medical Officer of Health for report.

THE 1902 ESTIMATES.

On 3rd June, Mr. G. A. Woodcock (Acting Secretary to the Board) wrote to the Hon. T. Sercombe Smith (Acting Colonial Secretary) drawing attention to the following recommendations of the Board in connection with the 1902 Estimates:—That the sum of \$15 a month be paid to the Police Inspector in charge of Kowloon City; (2) that an increase be made in the pay of the engineer at the disinfecting station of from \$18 to \$35 a month; (3) that a stoker be engaged at \$12 a month for the disinfecting station, in lieu of the watchman who now gets \$9.

Intimation has now been received that the recommendations have been approved by Government.

THE LAYING OUT OF NEW DISTRICTS.

The resolution as suggested by H.E. the Governor, re the submitting of plans of new districts laid out to the Sanitary Board, which we published last night, was put and carried.

CHINESE THEATRES.

Papers relating to the closing of the Chinese Theatres were laid on the table.

PLAGUE BURIALS AND QUICKLIME.

The question of the utility of quicklime in plague burials was next brought up. After some discussion it was decided to inform the Government that the use of quicklime might be discontinued.

THE REFUSE-DESTRUCTOR.

The following reply from the Government relative to an application by the Board for the erection of a refuse-destructor was read:—

"Colonial Secretary's Office,

"11th June, 1901."

"Sir.—In reply to your letter of the 3rd inst. I am directed to inform you that an incinerator for the cremation of refuse having been ordered. His Excellency is of opinion that it should be tried for the purpose of consuming rubbish in addition to its proper use."

Dr. Clark—I move that a reply be sent to the Government to the effect that the cattle incinerator will give no indication as to the advantages or disadvantages of a refuse destructor in this city.

The motion, which was seconded by the President, was carried.

THE TREATING OF PLAGUE CASES AT HOME.

Mr. E. Osborne, pursuant to notice, moved:— "That persons suffering from Plague (or under observation) be allowed to remain in their own homes provided all other persons occupying the same floor are removed, except three adults to attend the patient, and provided a written certificate be produced from a medical practitioner that he has charge of the case. Such medical practitioners to be nominated by Government, their names and addresses published, and to report at once to the Medical Officer of Health if they find the patient is not kept isolated, in which event the patient be immediately removed to the Plague Hospital."

"That the bodies of Chinese who have died of Plague may be confined in the usual Chinese manner by relatives or friends, and removed from the Colony without any restrictions."

Mr. Osborne said that when this question was considered a fortnight ago the audacity of the proposal quite took everyone's breath away and hence the whole of the members voted against it. A fortnight's reflection had taught him, however, that the suggestion touched one of the vital spots in which he thought lay the secret of success in dealing with the plague, for he believed, and always would believe, that no progress would be made without the voluntary assistance of the Chinese and he thought that the endeavours of the Board should be by means of the people themselves, first for the discovery of cases and afterwards for their treatment. The history of plague epidemics in the Colony since 1864 showed that though they had done well seemed right and proper, at the moment they

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th June, at Noon.
SADO MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 21st June, at Daylight.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at Noon.
A. E. Moses	HAMA	FRIDAY, 21st June, at Noon.
MIKE MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 21st June, at Noon.
M. Vagi	VICTORIA, B.C. and SEATTLE	MONDAY, 24th June, at 4 P.M.
RIOJUN MARU	U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 24th June, at 4 P.M.
HITACHI MARU	MAKESSEL, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 28th June, at Daylight.
G. Anderson	SYDNEY and MELBOURNE via MANILA	FRIDAY, 28th June, at Daylight.
ROSETTA MARU	TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.
N. Tate		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 14th June, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 24th Aug., at Noon.

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 14th June, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-Class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," between

HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAVELLI" will be despatched for PORTLAND (OR.), on TUESDAY, the 18th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information communicate with, or apply to, ALLAN CAMERON, General Agent.

or to DODWELL & Co., Limited.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 30th July, at Noon.
"GAELIC"	TUESDAY, 13rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.

THE P.M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

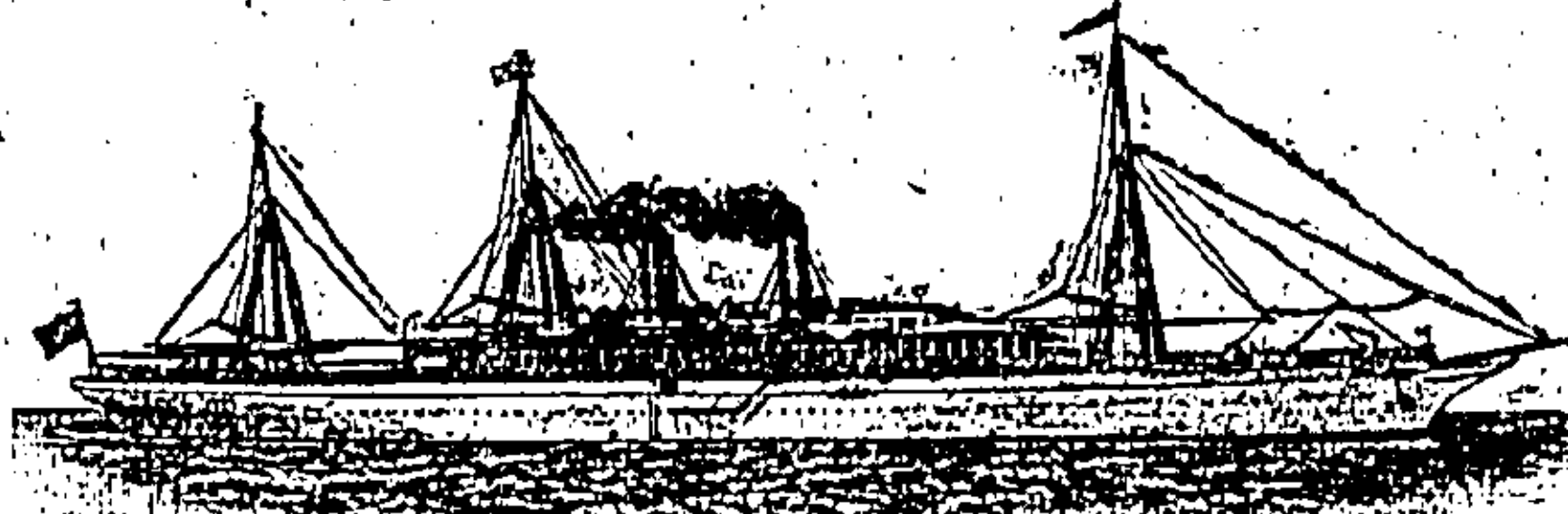
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage, and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 1st June, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 5th June, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NUERNBERG	HAVRE and HAMBURG	25th June. Freight.
Mayer	(Calling at SINGAPORE and PENANG)	
SAMBIA	HAVRE, BREMEN and HAMBURG	12th July. Freight.
Schmidt	(Calling at SINGAPORE and COLOMBO)	
WUERZBURG	HAVRE and HAMBURG	26th July. Freight.
Schneider	(Calling at SINGAPORE and PENANG)	
ACILIA	HAVRE and HAMBURG	9th August. Freight.
v. Dehnen	(Calling at SINGAPORE and COLOMBO)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Queen's Building.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
FOOCHOW and MOI	"KALGAN"	15th instant.
SHANGHAI	"WHAMPOA"	21st instant.
TIENTSIN	"NANCHANG"	22nd instant.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE		On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 16th June, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	Due.
GLASGOW and LIVERPOOL	"ALCINOUS"	15th June.
"	"DION"	20th June.
"	"PELEUS"	25th June.

S.S. "GLAUCUS" from GLASGOW and LIVERPOOL has arrived, and will sail for SHANGHAI, on SUNDAY, the 16th instant.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL
LONDON	"MACHAON"	25th June.
"	"PROMETHEUS"	15th July.
LIVERPOOL (DIRECT)	"ALCINOUS"	23rd July.
(Taking Cargo at LONDON RATES)	"GLAUCUS"	About 15th July.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 14th June, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIGI MARU,"

Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 16th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 10th June, 1901.

[226c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 6th June, 1901.

[321c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King, 1,379 about June 20

THE Steamship

"BELGIAN KING,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 29th May, 1901.

[184c]

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY,"

Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901.

[540c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th June, 1901.

[226c]

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENARRY,"

Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901.

[579c]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain Williamson, will be despatched for the above Port, on or about the 1st August.

For Freight, apply to

SHEWAN, TOMES & Co. Agents.

[184c]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 189c.

F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION, RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS' STORES AND REQUISITES ALWAYS IN STOCK

REASONABLE PRICES

The Share Market.

LATEST QUOTATIONS.

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	388 1/2 premium
The Bank of China & Japan, Limited.	£ 5	Nominal
The Bank of China & Japan, Limited. (Ordinary)	£ 4	1/4
The Bank of China & Japan, Limited. (Preferred)	£ 1	55 1/2 buyers
National Bank of China, Ltd.	£ 8	\$27 buyers
Do. Founders.	£ 1	\$15 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$340 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$60 buyers
North China Ins. Co., Ltd.	£ 25	Tls. 180
Yangtze Ins. Assoc.	\$ 60	\$125
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Strait Settlements Ins. Co., Ltd.	\$ 50	\$180
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited.	\$ 15	\$35
Indo-China Steam Navigation Co., Ltd.	£ 10	\$144 buyers
China & Malaya S.S. Co., Ltd.	\$ 50	\$52
Do. Ltd.	\$ 40	\$52
Douglas Steamship Co., Ltd.	\$ 50	\$56
China Mutual S.S. Co., Ltd. (Ordinary)	£ 10	\$12 buyers
China Mutual S.S. Co., Ltd. (Preferred)	£ 10	\$12 buyers
China Mutual S.S. Co., Ltd. (Ordinary)	£ 5	\$7 buyers
Star Ferry Co., Ltd.	\$ 25	\$81 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	\$12 1/2
China Paper Rolling Co., Ltd.	\$100	\$142 buyers
Luzon Sugar Refining Co., Ltd.	\$100	\$38 sellers
Mineral.		
Papua Mining Co., Ltd.	\$ 9	\$7 sellers
Papua Mining Co., Ltd.	\$ 4	\$120
Queen Mines, Ltd.	25 cts.	cents 50
Jebeu Mining Co., Ltd.	\$ 5	\$5 buyers
Raub, Nyan, Gold Mining Co., Ltd.	18s. 10d.	\$12
Oliver, Fairchild, Mines, Ltd.	\$ 5	\$14
Oliver, Fairchild, Mines, Ltd.	\$ 5	\$14
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$325
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$105
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$64
New Amoy Dock Co., Ltd.	\$ 64	\$22 1/2 buyers
China Provisional Loan & Mortgage Co., Ltd.	10	\$9.85 sales
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$199 sales
Kowloon Land & Building Co., Ltd.	\$ 50	\$30 sales
West Point Building Co., Ltd.	\$ 50	\$55 sellers
H'kong Hotel Co., Ltd.	\$ 50	\$128 sellers
Oriente Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$13 1/2 sellers
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$8
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50 sellers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 40 sales
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 50 buyers
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 300 sellers
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25 buyers
Cigar Companies.		
Alhambra, Limited.	\$500	\$1,500 sellers
Philippine Tobacco Trust Co., Ltd.	\$ 50	\$57 sales and buyers
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$19 sales
China-Borneo Co., Ltd.	\$ 15	\$38 sellers
A. S. Watson & Co., Limited.	\$ 10	\$16 sellers
Watkins, Limited.	\$ 10	\$14 buyers
Hongkong Electric Co., Limited.	\$ 10	\$124 buyers
Hongkong Electric Co., Limited.	\$ 5	\$64 buyers
Hongkong and China Gas Co., Ltd.	£ 10	\$135 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$167 buyers
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong High Level Tramways Co., Ltd.	\$100	\$225 buyers
Dairy Farm Co., Ltd.	\$ 6	\$74 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 sales
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Asbestos Eastern Agency, Ltd.	£ 1	\$110
United Asbestos Oriental Agency, Ltd.	\$ 4	\$114 sellers
Tobacco Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Waterboat Co., Ltd.	\$ 5	\$7
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Pinau Co., Ltd.	\$ 50	\$50
Manila Investment Co., Ltd.	\$ 50	\$56 sales

VISITORS AT THE HONGKONG HOTEL.

Andrews, Mr. D. A.	Innes, Capt.
Andrews, Mrs.	Irving, Mr. E. N.
Angus, Mrs.	Johansen, Mr. and Mrs.
Arnold, Mr. H.	Joseph, Mr. E. A.
Auld, Mr. J. S.	Katch, Mr. E. A.
Bailey, Mr. W. S.	Kiame, Mr. and Mrs. F.
Bell, Mr. and Mrs. O.	King, Maj. H. S., R.E.
M. D.	Kirkwood, Mr. J.
Benjamin, Mr. David	Little, Mr. R. E.
Beringer, Mr. F. J. G.	Long, Mr. and Mrs. D. M.
Black, Mr. J.	Macdonald, Mr. D.
Brooks, Major & Mrs.	Macdonald, Mr. D.
J. C.	Marlow, Mr.
Brown, R.E., Major W.	Mudge, Mr. Geo.
B.	Parfitt, Mr. W.
Brown, Mr. J.	Pascoe, Mr. C.
Burnie, Mr. C. M. G.	Perie, Mr. C.
Bussow, Mr.	Price, Mr. H.
Cameron, Mr. D. H.	Reich, Mr. A. H.
Clark, Dr. & Mrs. F.	Robertson, Mr.
Clarke, Mr. W. G.	Robinson, Mr. V.
Cole, Mr. G. E.	Schow, Mr. C.
Coleman, Mr. J. S.	Smith, Mr. Stuart
Cunningham, Mr. P. A.	Smithers, Mr. R. G.
Davis, Mrs. W. & child	Stevens, Mr. H. Goyne
Dennis, Mr. W.	Stewart, Mr. E. H.
Denroche, Mr. P. C.	Taylor, Mr. D. G.
Dorehill, Mr. G. M.	Thomas, Mr. Harry
Dyson, Capt. P. S.	Tibbey, Mr. H. M.
Fernald, Mr. and Mrs.	Valentine, Mr. G. H.
Ferris, Mr. J.	Watts, Mr. Stuart
Gibson, Mr. Kennedy	Frank W. J.
Glover, Mr. C.	Whiteley, Mr. and Mrs.
Grant, Mr. John	W. J. G.
Griffin, Mr. A. E.	Wild, Lieut. and Mrs.
Gubby, Mr. R. A.	Bagnall
Hall, Capt. F.	Williamson, Mr. and
Harold, Mr. W.	Woods, Mr. A. and child
Hess, Mr. J. L.	Woolen, Mr. J. J.
Howard, Mr. Thos.	Wright, Mr. and Mrs.
Huke, Mr. A. N.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Mackie, Mr. C. Gordon
Benjamin, Mr. S. S.	Manice, Mr. and Mrs.
Bonnar, Mr. J. W. C.	Martin, Mr. R.
Brayne, Mr. H. F. R.	Miller, Mr. and Mrs.
Brown, Col. F. R.	Neale, Mr. Stuart
Hrusse, Col. F. R.	O'Connell, Col. The
Cameron, Mr. Allan	O'Connell, Madam
Carrington, Sir John	Oppenheim, Mr. J.
C.M.G.	Perrot, Col.
Carrington, Miss	Pitt, Mr. John, R.N.
Collard, Col. A. W.	Pollock, Mr. H. E.
Crookenden, Col.	Pyne, Capt. R.A.M.C.
Dunn, Mr. G. H.	Pyne, Capt. R.A.M.C.
Dion, Mr. F.	Quinn, Mr. A. B.
Ellam, Mr. A. S.	Rouse, Mr. A. B.
Ezekiel, Mr. I. S.	Rublee, Mr. W. A.
Ezekiel, Mr. R. M.	S. Consul of America
Forbes, Mr. Andrew	Rublee, Mrs. W. A.
Fraser, Mr. and Mrs.	child and maid
H. W.	Shelton, Mr. Edward
Graham, Mr. D. M.	Sinclair, Mr. A. G.
Harrison, Dr. and Mrs.	Stewart, Mr. A. G.
G. W.	Tomlin, Mr. G. L.
Günappert, Mr. and Mrs.	Wedel, Count and
Hays, Mr. J.	Countess
Hughes, Col. G. A.	Wheeler, Mr. H. H.
Jefferys, Mr. J.	Wheeler, Lt. Col. J. L.
Lang, Dr. K.	Wheeler, Mr. J. L.
Mr. L. E.	Wheeler, Mr. J. L.

CRAIGIEBURN.

Anderson, Mr. Jas.	Hewitt, Mr. and Mrs.
Beattie, Mr. and Mrs.	T. H. B.
Beattie, Mr. and Mrs.	Helms, Mr. W.
Brown, Mr. and Mrs.	Langlands, A.O.D.
H. Matheson	Capt. and Mrs. P.
Crouch, Mr. J. W.	Bye, Mr. E. Burns
Grimble, Mr. & Mrs. G.	Volpelli, Consul

KOWLOON HOTEL.

Andrew, Mr. John	MacGregor, Mr. J. W.
Baners, Mr. F.	Nobbs, Prof. A. P.
Brandstedt, Capt.	Sadow, Mr. Louis
Cleasby, Mr. W. H.	Saxton, Mr. and Mrs.
Davies, Mr. W.	T. R.
Dean, Mr. F.	Spittles, Mr. J.
Earby, Mr. E. A.	Williams, Mr. G. F.

EXCHANGE.

Hongkong, 14th June.	
ON LONDON, Telegraphic Transfer	111 1/2
Bank Bills, on demand 1/11 9/16	
Credit, 4 months' sight	111 1/2
Diments, 3 months' sight	111 1/2
ON PARIS, (demand)	111 1/2
Bank Bills, on demand	111 1/2
Credit, 4 months' sight	111 1/2
ON NEW YORK, Bank Bills, on demand	111 1/2
Credit, 30 days' sight	111 1/2
ON HONGKONG, Telegraphic Transfer	111 1/2
On demand	111 1/2
ON SHANGHAI, Telegraphic Transfer	111 1/2
Private 30 days' sight	111 1/2
ON YOKOHAMA, T.T.	111 1/2
Sovereigns, Bank's Buying Rate	111 1/2
Gold Leaf 100 touch, per taal	111 1/2
Bar Silver	111 1/2
Dollars	111 1/2

OPIUM QUOTATIONS.

Hongkong, 14th June.	
New Patna	\$980 per chest.
Old Patna	975
New Benares	957 1/2 per picul.
New Malwa	840
Old Malwa	830/80
Per opium, paper tied	810

VESSELS IN PORT.

Steamers.	
ATHENIAN, British steamer, 2,441, H. Mowat, 21st April, Vancouver via Connaught, Kobe and Moji 7th March, Timber and Flour—C. P. R. Co.	
BURNSIDE, American steamer, 1,400, A. H. Laflin, 14th April, Manila 11th April, Cable—Government.	
CHOWPA, German steamer, 1,115, A. Musing, 11th June, Bangkok 2nd June, and Swatow 10th, Teakwood—Butterfield & Swire.	
CLARA, German steamer, 675, A. Hansen, 12th June, Haiphong 8th June, General—Jensen & Co.	
DIAMANTE, British steamer, 1,251, A. Ramsay, 10th June, Manila 7th June, General—Shewan, Tomes & Co.	
ELTA, NOSSICK, German steamer, 1,161, H. Bruhn, 18th May, Chinkiang 13th May, General—E. A. T. Co.	
FLANDRIA, German steamer, 1,285, Dreyer, 10th June, Shanghai 7th June, General—Siemens & Co.	
GLAUCUS, British steamer, 3,591, Thompson, 13th June, Singapore 8th June, General—Butterfield & Swire.	
HIP SANG, British steamer, 1,240, Murray Crockett, 13th June, Swatow 12th June, General—Jardine, Matheson & Co.	
ICHANG, British steamer, 1,240, W. L. Jones, 12th June, Canton 12th June, General—Butterfield & Swire.	
INDYVILL, British steamer, 3,152, W. E. Craven, R.N.R., 10th June, Portland, Or. 20th April, and Moji 5th June, General—Shewan, Tomes & Co.	

KYOTO MARU, Japanese steamer, 1,639, T. Sakurai, 12th June, Saigon 8th June, Rice—Order.	
LIGHTNING, British steamer, 2,122, J. G. Speke, 10th June, Calcutta via Penang and Singapore 5th June, General—David, Sassoon Sons & Co.	
LOOSCH, German steamer, 1,020, O. Fuchs, 12th July, Bangkok 6th June, Rice—Butterfield & Swire.	
MACDUFF, British steamer, 1,882, R. Glegg, 12th June, Moji 7th June, Coal—Doddwell & Co., Ltd.	
MEADE, American transport, 5,526, G. W. Wilson, 26th April, Manila 23rd April.	
MUNCHEN, German steamer, 4,691, Krebs, 28th May, Caroline Islands 15th May, Ballast—Melchers & Steamer, 3,064, H. Schell, 12th June, Mororan 4th June, Coal—Doddwell & Co., Ltd.	
PERU, American steamer, 3,528, A. F. Pillsbury, 10th June, San Francisco 11th May, and Shanghai 8th June, Mails and General—J. S. Van Buren.	
POMPEY, American steamer, 785, J. H. Service, 21st May, Manila 18th Mar., Coal—U. S. Navy.	
PROGRESS, German steamer, 687, P. Brandt, 13th June, Touron 10th June, Coals and General—Siemens & Co.	
ST. ENOCH, British dredger, 650, R. Rawcliffe, 10th May, Weihaiwei 25th May.	
SAMBA, German steamer, 3,556, G. Schmidt, 12th June, Singapore 6th June, General—Siemens & Co.	
SANDAKAN, German steamer, 1,374, A. Brandstetter, 6th June, Sandakan 1st June, Timber and General—Melchers & Co.	
SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April, Samarang and Saigon 29th March, Sugar—Yuen Fat Hong.	
TAI FU, German steamer, 1,055, E. Schipper, 9th June, Bangkok 2nd June, Rice—Tung Kee.	
TETARTOS, German steamer, 1,517, Dense, 11th June, Samarang 2nd June, Sugar—Siemens & Co.	
TRYM, Norwegian steamer, 710, Hans Dal, 10th June, Haiphong and Hoioh 9th June, General—A. R. Marty.	

Sailing Vessels.	
CELESTE BURRILL, British ship, 1,764, C. A. Trehy, 29th May, Manila 9th May, Ballast—Order.	
DUNDEE, British ship, 1,998, Harnaring, 14th Oct. New York 25th June, Kerosine Oil—Standard Oil Co.	
EVIE J. RAY, American bark, Kaster, 21st May, Singapore 27th Mar., Timber—Sander, Wieler & Co.	
FULWOOD, British ship, 1,986, Thomas, 1st Dec., Cardiff via Cape Town 26th Sept., Coal—Government.	
LUZON, American 4-masted schooner, 512, Aderson, 31st Mar., Port Townsend 28th Dec., General—Holliday, Wise & Co.	
MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar., from New York, Oil—Standard Oil Co.	
MARCHELLE DE VILLARD, French bark, 1,171, Rinal, 31st May, Cardiff 4th Jan., Coal—E. A. Trading Co.	
MERCURY, German schooner, 52, Waines, 23rd Feb., Yaph 9th Feb., Ballast—Siemens & Co.	
SEA WITCH, American ship, 1,172, Hennes, 21st Feb., Manila 18th Feb., Ballast—Master.	
SUSSEX, British bark, 1,212, Guthrie, 17th May, Fremantle 26th Mar., Sandalwood—Master.	
VALK OF DOON, British bark, 717, Petersen, 28th May, Rajang 29th April, Timber—Sander, Wieler & Co.	
VIMPIKA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan., New York 3rd Sept., Coal—Order.	

HIS MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, June 14th, 1901.	
Alacrity, despatch vessel, 1,700 tons, 10 guns, i.h.p., Comdr. G. F. M. Craddock, Shanghai.	
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Shanghai.	
Arctura, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Stirling, Wosung.	
Argonaut, 1st-class cruiser, 11,000 tons, 16 guns, 16 guns, Capt. G. H. Cherry, R.N., Shanghai.	
Astraea, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. A. W. Paget, C.M.G., Shanghai.	
Aurora, 1st-class cruiser, 5,600 tons, 8,800 i.h.p., 12 guns, Capt. L. J. Layton, C.B., Foochow.	
Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,162 i.h.p., Capt. G. J. S. Warden, Nagasaki.	
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,111 i.h.p., Capt. Henderson, C.M.G., Wosung.	
Bonaventure, 2nd-class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Captain G. G. Sawle, en route Home.	
Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.	
Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 3,600 i.h.p., Commander Sir Boucherie Wrey, Bart., Hankow.	
Britannia, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. Comdr. E. A. Baird, Foochow.	
Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 i.h.p., Capt. J. R. Jellicoe, R.N., Shanghai.	
Daphne, sloop, 1,120 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Hongkong.	
Didon, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tildard, Shanghai.	
Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, Hongkong.	
Exe, coast defence gunboat, 363 tons, 3 guns, 400 i.h.p., Lieut. Comdr. F. Blunt, Chinkiang.	
Faust, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p. in reserve.	
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.	
Gloria, 1st-class battleship, 14,850 tons, 16 guns, 13,500 i.h.p., Captain F. S. Ingfield, Japan.	
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.	
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p. in reserve.	
Harlequin, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Bondy.	
Hermione, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Shanghai.	
Humber, 3rd-class, 1,640 tons, 800 i.h.p., Com. H. J. Davidson, Hongkong.	
Isis, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Weihaiwei.	
Jaeger, torpedo-boat destroyer, in reserve.	
Linnet, gun-yeast, 750 tons, 2 heavy guns, 4 guns, 4,700 i.h.p., Commander Wm. W. G. G. Bondy.	
Lisard, 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut. Comdr. J. C. Watson, Singapore.	
Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon, Hongkong.	
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.	
Orion, torpedo-boat destroyer, Lieut. and Comdr. C. P. Mansel, Shanghai.	
Phaon, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.	
Pigmy, 1st-class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, Spore.	
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.	
Plaver, 1st-class gunboat, 455 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. C. V. de M. Cowper, Shanghai.	
Redpoll, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. C. F. Corbett, Shanghai.	
Robin, river gunboat, 2 guns, Lieut. Comdr. G. G. Webster, West River.	
Rosario, sloop, 1,080 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, en route Singapore.	
Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, West River.	
Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtze.	
Swift, 2nd-class gunboat, 755 tons, 6 guns, 870 i.h.p., Hongkong.	
Taku, torpedo-boat destroyer, 250 tons, Lieut. Comdr. C. P. Beatty-Powall, Hongkong.	
Talbot, 2nd-class cruiser, 5,600 tons, 8,000 i.h.p., Capt. F. G. Stopford, Hongkong.	
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.	
Terrible, 1st-class battleship, 14,200 tons, 10 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.	
Tweed, coast defence gunboat, 763 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.	
Waterloo, surveying ship, 620 tons, Lieut. Comdr. Lyne, Manila.	
Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt. Comdr. Mackenzie, D.S.O., Shanghai.	
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.	
Woodcock, river-gunboat, 2 guns, 560 i.h.p., Lieut. Comdr. Watson, Kluksang.	
Woodcock, river-gunboat, 2 guns, 550 i.h.p., Lieut. Comdr. H. E. Hillman, Yangtze.	
Torpedo-boats in Reserve Nos. 20, 25, 36, 37 and 38, first-class; and 3 second-class boats.	

Miscellaneous.	
Asper, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.	
Donau, Austrian cruiser, 2,340 tons, Captain Victor Bless v. Sambuch, Singapore.	
Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.	
Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Eissenan, Shanghai.	
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,400 tons, 5,900 i.h.p., Capt. J. P. Kossun, Swatow.	